

728, as amended, be inserted in lieu thereof; that the bill be read the third time and the Senate proceed to a vote on passage, and S. 728 be returned to the Senate calendar. I further ask that no points of order be waived by virtue of this agreement.

The ACTING PRESIDENT pro tempore. Is there objection? Without objection, it is so ordered.

#### CORRECTION IN THE CONGRESSIONAL RECORD

Mr. FRIST. Mr. President, I understand there was an inadvertent clerical error in Chairman INHOFE's statement in the CONGRESSIONAL RECORD last night. I ask unanimous consent that the correct statement be printed in the CONGRESSIONAL RECORD at this point and that the permanent RECORD reflect this correction.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

Mr. INHOFE. Mr. President, if the unanimous consent request goes through, we will be able to move to the Water Resources Development Act of 2006, WRDA. We have not done a WRDA since the year 2000. As chairman of the Environment and Public Works Committee, I have been working on this for 3 years. We have had incredible cooperation, as everybody in the Chamber knows. It is always difficult to get something like this through, but it is necessary to keep this country moving.

All members of the Environment and Public Works Committee: Senators Thune, DeMint, Vitter, Warner, Isakson, Chafee, Murkowski, Senator Voinovich, Jeffords, Baucus, Lieberman, Boxer, Carper, Clinton, Lautenberg, and Obama have been particularly helpful. Senator Bond, who is chairman of the subcommittee, has been very helpful, along with Senator Voinovich who has a concern for maintaining our Nation's infrastructure.

The big four in this case, of course, would be Senators Bond, Baucus, Jeffords, and myself. We have worked closely together to overcome some of the obstacles. Early on, there were several holds on this bill because it is complicated. It is one that almost is of the magnitude of the Transportation reauthorization bill. But we had several people who had concerns and we worked with them, including Senator Snowe, who was nice enough to help us with some of the facets she had objections to; Senator Sessions; Senator McCain. Everybody was there working together. It was quite an undertaking to get us to the point where we are today.

I will single out several others. Senator Gregg had some concerns also. Probably one of the persons I was really gratified to work with is Senator Feingold, the Senator from Wisconsin. I thank him for his cooperation. He had a number of amendments that I thought would be more than we could really handle. We had to get the number down to a certain number that is workable so we could have a time agreement to get this bill passed. I thank Senator Feingold for his cooperation and for agreeing to offer limited amendments under short time agreements. If he wanted to be hard to get along with, he could have had long agreements and this would have gone into many nights. He didn't do that. He agreed to short time agreements, which will make this possible to pass. His willingness to work with us is very much appreciated by me.

Over the past few months, he consistently has been helpful and responsive in working on the WRDA bill. For anyone to suggest that Senator Feingold has not been helpful in keeping this process moving would be wrong. He has been a great partner with me in moving things forward and I thank the Senator from Wisconsin for his cooperation.

We have a lot that we need to authorize the Corps of Engineers to do in navigation, flood control and environmental restoration. This bill will allow us to do that. I thank everybody for his or her cooperation. Let's go forward.

Mr. FRIST. Mr. President, I thank my colleagues, especially Chairman INHOFE, for, as I mentioned this morning, doing an outstanding job in putting together a package, a mechanism by which we can develop this important water resources development bill. It is a very important bill which affects the United States, our economy, our infrastructure, in a very dramatic way.

#### WATER RESOURCES DEVELOPMENT ACT

Mr. FEINGOLD. Because all amendments that can be considered to S. 728, the Water Resources Development Act of 2006, had to be filed prior to the bill coming to the floor, I would like to inquire of the bill managers whether or not they would agree with me that reasonable modifications by the authors to their amendments would be acceptable as is the normal Senate practice.

Mr. INHOFE. The Senator is correct. We asked Senators to agree to a procedure that limits amendments and have requested that they file them in advance. Because these amendments have been filed prior to floor consideration, I would agree that it may be necessary to modify them once we are given floor time.

Mr. JEFFORDS. Mr. Chairman, I see that as a possibility and would, with the concurrence of the four bill managers, support reasonable modifications to be allowable.

Mr. BOND. As the subcommittee chairman and cosponsor of two amendments to be considered, I foresee that possibility and would not object to reasonable modifications to the filed amendments.

Mr. BAUCUS. I agree with my fellow bill managers.

Mr. FEINGOLD. I thank the managers and agree with them.

#### HOMELAND SECURITY APPROPRIATIONS BILL

Mr. DODD. Mr. President, I rise to discuss the fiscal year 2007 Homeland Security appropriations bill. The Senate passed this measure yesterday unanimously and I voted in support of it.

I would like to begin by thanking the principal authors and managers of this legislation: Senator GREGG and Senator BYRD. It is no easy task to write a bill that provides for our domestic security needs. I commend both of our colleagues and their staffs for the hard

work they put into crafting this legislation.

The bill that passed the Senate funds our country's homeland security activities at \$32.8 billion for the upcoming fiscal year. These activities include port security, rail security, truck security, aviation security, emergency first responders, customs and border patrol, immigration, the Coast Guard, and counterterrorism research. Taken together, these initiatives form the foundation upon which our country depends for its internal security.

In an age when terrorism continues to be a growing threat to our Nation, one would think that the Congress of the United States would be doing everything it could to shore up that foundation—to make it as impregnable as possible against those who wish us harm. Yet when we look at the legislation passed by the Senate, I do not believe it does enough to protect our people from terrorism. We are simply not investing the resources that are required to make this Nation as safe as possible. Instead of filling in the gaps that continue to exist within our homeland security foundation, we are letting those gaps and cracks grow in several critical respects.

One does not have to look further than protecting our critical infrastructure and funding our emergency first responders. These two areas arguably form the backbone of our efforts to prevent and effectively respond to terrorist attacks at home. They encompass protecting our ports, our railroads, our transit systems and our commercial vehicles. They encompass quickly and effectively responding to real or perceived threats in all parts of our country.

The bill that passed the Senate spends roughly \$4 billion to protect our critical infrastructure, equip our first responders, assist local governments in planning and coordinating their homeland security activities. While this may seem like a large number to many Americans, it has been cited by numerous national security and public health experts, along with first responders themselves, as being wholly inadequate to meet the homeland security demands of the 21st century. Furthermore, the number is actually less than what has been provided in the past. While on par with what was provided last year, it is approximately \$500 million less than what was provided 2 years ago and approximately \$700 million less than 3 years ago. Clearly, we are heading in the wrong direction—doing less to protect our country adequately when we ought to be doing more.

As we have seen in Madrid 2 years ago, in London last year, in India earlier this week, and in Iraq almost every week, terrorists have become adept at exploiting weak points in critical infrastructure, particularly transportation systems. I question what it will take for us to realize that we need to